

Mr. Times-Dispatch

DAILY—WEEKLY—SUNDAY.

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HOW TO CALL TIMES-DISPATCH.

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When calling between 6 A. M. and 9 A. M., call to central office direct for 401, composing-room; 402, business office; 403, for mailing and press-rooms.

TUESDAY, OCTOBER 1, 1907.

Who does not love the eloquent disorder of natural scenery to the inspired regularity of a French garden?—Schiller.

"The longing of every soul is for freedom, with nature only by helping other souls to theirs."—Lowell.

ROOSEVELT AND McKINLEY.

President Roosevelt's tribute to the lamented McKinley was both gracious and discreet. He spoke of McKinley's gentleness, of his amiability, of his "broad and deep sympathies," which made him feel a sense of oneness with all his fellow-Americans, whatever their station or work in life, so that to his soul they were all joined with him in a great brotherly democracy of the spirit. "It is not given to many of us," added the President, "actually to realize this attitude to the extent that he did; but we can at least have it before us as the goal of our endeavor."

That is well spoken, and there are other fine phrases of generous praise in Mr. Roosevelt's address. But unless his actions belie him, Mr. Roosevelt does not think that Mr. McKinley was an ideal President. In some respects McKinley was the antithesis of Roosevelt, and the President does not imitate his example, nor does he desire to do so. President McKinley was, in President Roosevelt's view, entirely too amiable, and spoke soft words of conciliation when he should have used a big stick. The Sherman law was in existence in McKinley's day, but it was not enforced. Every action which President Roosevelt has instituted against the corporations under that enactment is in the nature of a rebuke to McKinley's policy. History will judge by and between the soft word and the big stick. In fact, the people as a whole have already judged in favor of the policy of Roosevelt. It is the sworn duty of the Chief Executive to see that the laws are enforced. But Mr. Roosevelt would do better if his "strenuous" virility were restrained by McKinley's conservatism and tempered with his gentleness, his human sympathy and his amiability. It is Mr. Roosevelt's boast, we believe, that he never strikes softly; that when he knocks at a door, he knocks hard. But a soft answer turns away wrath, and is sometimes more effectual than a knock-out blow. We have the conviction that if President Roosevelt had pursued the lawless corporations in the spirit of McKinley, he would have accomplished the same result without alarming the business world, injuring the corporate interests, and causing the innocent to suffer loss.

But the prosecutions would have lacked the spectacular feature, in which Mr. Roosevelt delights.

THE TWO-CENT RATE LAW.

The new passenger rate for the Virginia railroads, adopted on April 27th last, by the State Corporation Commission, goes into effect to-day, and the rate on the trunk lines will be two cents a mile, pending the final determination of the question by the United States Supreme Court. In the meantime the railroads will have an opportunity to test the matter and ascertain whether or not the rate is, as they claimed it would be, "confiscatory."

Under the old system of book-keeping, the railroads could have juggled their accounts and made an unfavorable exhibit not warranted by the facts. Under the uniform system now prescribed by law, this is impossible without falsifying the books. The figures will now tell the tale, and the people may judge for themselves whether or not the two-cent rate is justifiable in Virginia.

There are those who contend that the new rate will operate to the advantage of the roads, and that the increase in travel will more than compensate for the reduction in rate. If that contention prove to be correct, if the railroads increase their net revenues under the new rate, it is needless to say that they will welcome the change. If, on the other hand, it should develop that the new rate is "confiscatory," or anything approaching it, we have no doubt that the Corporation Commission would increase the rate, and that, too, without putting the railroads to the necessity of suing out an injunction in a Federal court or in any court. The experiment may work a

hardship on the railroads while it is being made, but the Corporation Commission will not push it to the danger point. The rate may be changed at the pleasure of the commission, and will be changed from time to time, if circumstances of the railroads demand it.

There is no disposition on the part of the people of Virginia or the Corporation Commission to oppress the railroads, and any regulation of law that may prove to be oppressive will be modified. Virginians are neither anarchists nor Populists.

LOCAL OPTION.

In reply to the statement of Councilman Umlauf that he is not in favor of local option in cities, the Halifax Record-Advertiser says that "if local option is good for one place, it is good for another; if it is right to say that the countryman shall not have the privilege of buying his drink at a nearby saloon, it is likewise right to forbid the sale of it to his city cousin."

O yes; local option is as good for one place as it is for another. Every community should have the right to say whether or not intoxicating drinks shall be sold within its borders. In that way the city folk have nothing to do with the privileges of their "country cousins," and the "country cousins" have nothing to do with the privileges of the city folk. But local option is one thing and prohibition another. The terms should never be confused.

Of course, both Mr. Umlauf and the Record-Advertiser meant prohibition when they said local option, and our Halifax contemporary will doubtless admit the force of the argument that there is greater reason for prohibition in those districts which are without police protection. Moreover, it is far easier to enforce prohibition in the rural districts where the population is scattered and "drinking men" are few, than in the cities, where the population is congested and a large percentage thereof abstinent.

A CONFESSION.

In a recent article on wolves, Mr. Ernest Thompson-Seton, or Mr. Ernest Seton-Thompson, as we used to know him, relates that a large gray wolf did stunts on a certain occasion, and that a large gray wolf did stunts on another occasion in the same neighborhood. It doesn't matter about the stunts, but Mr. Seton—or Mr. Thompson—proceeds to say:

"I have, of course, no evidence that in each case it was throughout the same wolf; but in writing the story of 'The Wolf of the Mountains of the Moon' I made a confession, and I selected for him the most heroic exterior I could find in fact."

Here we have an unblushing confession of nature-faking, to which we call Mr. Roosevelt's attention. Had Mr. Seton—or Mr. Thompson—been long been under suspicion, and his confession is no surprise to this writer.

Here is a Kansas City man applying for a permit to carry a revolver on the ground that his mother-in-law is about to visit him. Incidents of this sort are unknown in the history of the United States. The Kansas City man is being universally conceded to produce the kindest, sweetest and most self-obliterating mother-in-law in the world.

The President and Mr. Loeb both have about the same opinion as to the hope is being expressed that Quantin Roosevelt can get scholastic leave of absence to run down and steer the nation for awhile.

Colorado is fearing that the Utes are about to break out again. Utes are about to break out again. Utes are about to break out again.

So few presidential candidates were urged in the esteemed Atlanta Georgian about to break out again. Utes are about to break out again.

If Andrew Carnegie would only let that New York tax assessor alone, there might be revealed to him a surer way of drying poor folks' eyes than that of half-and-half gift libraries.

"The Knox book has been revived in Kentucky," declares the Birmingham News. Well, it's only fair to say that Kentucky grows the stuff that'll revive anything.

On Sunday a wealthy New York State doctor was arrested on a charge of burglary. We knew that some indignant patient would come to this some day.

Now that they have named a delegate after Mrs. Roosevelt, somebody might go ahead and name a cube after Nick Longworth.

The Hague Conference cost \$1,300,000. Personally, we should rather have seen the money go into Texas plots. Further comment is superfluous.

The Oyster Bay speech factory, having been silent and busy for weeks, has at last begun shipping its product.

In describing his press agent as "an unmitigated liar," Mr. Hall Caine makes a strong demand upon the Annals Society for an Isle of Man charter.

They do Sir Thomas an injustice who insist that the explanation of his unpopularity is the 5 o'clock tea-table.

What a grand thing this gathering of zealous churchmen from all over the world would be for a town like Houston (Tex.)!

Probably it would help some to catch Mr. Wu and gently but firmly remove his Ting-fang.

The Republican Idea seems to be to make old Tariff Disunion a social outcast.

Henry Cabot Lodge's boom seems to be of the 3 horse-power runabout type, 1847 model.

There's no use going fishing anywhere around a prohibition wave.

A Quick Trip.

The new steamer Queen Anne leaves one hour later (8 A. M.) than any of the others, and arrives at the exposition three hours earlier than the others. Fare, \$1.25. Return, \$2.00 (10-day limit). Phone, 510. See Adv.

Rhymes for To-Day

PICKING A TOPIC.

WITTH will and ruse I pick and choose, or ere I'm typed and read:
I will not touch on very much that pops into my head,
I sternly cut the rush and glut of things that might be said.

I will not search for rhymes to "church," "lord bishop" and the rest,
I will not stick at "limerick," or say what line is best,
I'll make no sings of diamond rings and ladders sore distressed.

I'll beat no lutes to new fall-suits the writer's failed to get,
I'll tune no harps to football sharps that are not slaughtered yet,
I'll sit no muse on peckaboos, departing midst regret.

I will not rhyme to waves of crime that baffle the police,
I will not pipe to toast and trips, to turkey-ducks and geese,
I will not chant of ank or aunt, of nevy, m'd, or niece.

I will not verse to things so terse to-day I'm blue with fall—
I'll not feel called to themes so bald—in short, whatever the call,
I will not sing of anything—not anything at all.

H. S. H.

MERELY JOKING.

Better Days.
Eye was calling on a neighbor.
"No," she remarked, "when we lived in the city we never had to borrow rubber plants for our entertainments."
Thus she started the seen better days habit.—St. Louis Times.

A Good Shot.
Joan: So young Goldrox has taken a wife. What was her maiden name?
Joan: Her maiden name? I should have been to carry Goldrox, and she proved an unusually good shot for a woman.—Tid-Bits.

Not the Same.
"Did you and your wife do much rowing at the seashore?"
"What's the way it is spelled, but it is pronounced different."—Houston Post.

No Attempts, Please!
"Do you (to future son-in-law): 'I tell you that, though my daughter is well educated, she cannot cook.'
Future Son-in-Law: "That doesn't matter much so long as she doesn't try!"
Fleegende Blatter.

Heartless.
Beggar: "Kind lady, I was not always like this."
Lady: "No; yesterday you had the other arm tied up."—Chicago News.

An Audacious Thief.
"Folksman, that ruffian took my wife's arm."
"All right, sir, we'll search him at the station."—Funch.

Fully Attended To.
Mechanic: "We are in need of a porter. Where were you employed last?"
Applicant: "In a bank, sir."
Mechanic: "Did you clean it out?"
Applicant: "No, sir. The cashier did that."—Tid-Bits.

In Society.
(With No Apology to Scott.)
Oh, what a tangled web we weave when first we practice to deceive.—Life.

A Cliché.
When girls are seen to sit alone,
A-building castles in the air,
You may be sure the corners of the usually a solitary.—Montreal Star.

BOLD BIFFS AT THE TIMES-DISPATCH.
We believe that the Richmond Times-Dispatch is inclined to take too much to heart the advance of a cents a gallon in the price of whiskey. It can be easily met by walking home once a day, instead of using the street car, and the exercise is good any way.—Houston Post.

The Richmond Times-Dispatch thinks it is better for the South to receive \$400,000,000 for its cotton crop this year than to name the Democratic candidate. As the two are not contradictory and irreconcilable, it might be best to do both.—Nashville American.

"Single men must hang together," says the Richmond Times-Dispatch. A sweeping verdict. But are they to be roped in like that?—Atlanta Constitution.

This is the blessed day of the week upon which, despite the wrongs wicked naves, must heap upon Texas, we include all the evils, even the Charleston News and Courier, and the Richmond Times-Dispatch, among the heinous bunch, who have half we invoke the mercy of the Divine Father.—Houston Post.

The South will get \$900,000,000 for its cotton crop this year, which is better, in some ways, than naming the Democratic candidate.—Richmond Times-Dispatch. There is no good reason why the South might not do the latter, too.—Albany (N. Y.) Journal.

"The Richmond Times-Dispatch remarks that 'if England is casting about for a small present with which to soothe the nerves of the Japanese, we herewith advise her that we shall be very glad to give her Texas.' Provided we be allowed to keep the Louisiana Post and the Texas have swallowed a rabbit.—Columbus (Ga.) Enquirer-Sun.

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Heard and Seen in Public Places

Congressman Carter Glass, of Lynchburg, spent yesterday in Richmond on private business, and left for his home last night.

When asked if he had anything to say concerning the nomination of Mr. Robert D. Vanecko, of his city, to run for Congress in the Sixth District next year, Mr. Glass was not inclined to discuss the subject further than to declare that Mr. Vanecko, if any one else had as much right as himself to offer for representative from that district, or for any other office within the gift of the people. The Congressman added that he was not concerning himself about the congressional nomination at this time, as it would not take place for a year. He was more engrossed on the subject of accomplishing all he could for his people in the Congress to which he was elected last fall, though he left the impression that at the proper time he would stand for re-election. Mr. Glass is one of the most active and vigorous men in public life in Virginia, and is one of the gamuts of all the Democratic leaders in the State. He is at home on the stump in a joint debate, and is capable of taking care of himself in any emergency. He spent some time at the capitol yesterday shaking hands with old friends in the various departments.

Hon. John B. Moon, a prominent lawyer of Charlottesville, and former member of the House of Delegates, is in the city on legal business, and is stopping at the Richmond.

Hon. W. W. Old, Jr., one of the members of the House from Norfolk city, was just being renominated, is at the city on business, and is stopping at the Richmond.

A party composed of thirty-one tourists from various sections of the North and East, traveling on one of Raymond and Whitecomb's personally conducted excursions, was at the Richmond Hotel, on their way to the Jamestown Exposition. The party came here from the Natural Bridge, and have stopped over at a number of interesting points in Virginia and other States. They will see the sights of Richmond to-day, and will leave for the exposition tomorrow.

All the hotels were rapidly filling up last night with delegates to the Episcopal Convention, and hundreds of reservations have been made for to-day. In addition to these visitors, there is a heavy travel among business men, pleasure-seekers, and the week-end travelers, who are very heavy on the hotel people.

Perhaps the greatest cut between Virginia cities will affect the Norfolk and Western. The old rate on that line from Norfolk to Bristol was \$12.25, the new rate being \$15.00, a difference of \$2.75. On the Chesapeake and Ohio the old rate from Old Point to Alexandria was \$10.00, the new being \$12.50, a difference of \$2.50.

How Public Will Save.
This change in the tariff will not affect interstate traffic, however, and tickets sold between points in Virginia and any other State will be the same as heretofore. Being wise, the public will doubtless buy to the State line, as far as that is possible and convenient. Up to last night the fare from Richmond to Washington was \$3.50. It will be the same to-day, but the smart man will take other facts into consideration. The old rate to Alexandria, for instance, was \$3.25. To-day it is \$2.15, or \$1.10 less. The records may show that the traveler for Washington will buy his ticket to Alexandria, but if he is carrying a trunk he will find it inconvenient that economical. The street car fare between Washington and Alexandria, round trip, is 25 cents.

From the passenger department of the Chesapeake and Ohio the following table was secured, showing the old and new rates from Richmond:

From Richmond to	Old.	New.
Williamsburg	\$1.45	\$1.35
Danville	1.75	1.65
Newport News	2.25	1.50
Old Point	2.50	1.70
Columbia	1.75	1.25
Chesapeake	2.25	1.50
Lynchburg	3.75	2.50
Buena Vista	4.00	3.25
Lexington	4.50	3.50
Staunton	1.50	1.00
Gordonsville	2.25	1.50
Orange	2.50	1.70
Fredericksburg	3.25	2.25
Chambersburg	4.10	2.70
Basic	3.70	2.45
Goshen	5.00	3.25
Millersburg	3.25	2.50
Clifton Forge	5.75	3.85
Covington	6.10	4.10
Hot Springs	7.10	4.45
Allegheny	8.50	4.45

On the Norfolk and Western system the following table shows the changes to more important points:

From Richmond to	Old.	New.
Norfolk	\$2.50	\$1.75
Lynchburg	3.75	2.50
Roanoke	5.30	3.25
Petersburg	4.00	2.50
Suffolk	2.35	1.60
Bedford	4.50	3.00
Radford	6.50	4.45

On the Southern Railway.

From Richmond to	Old.	New.
Danville	\$4.20	\$2.50
West Point	1.15	.95
South Boston	8.25	5.20
Chambersburg	2.20	1.35
Burkeville	1.60	1.05
Keyesville	2.30	1.45

The rate from Richmond to Ashland, Va., is cut from 50 cents to 35 cents; Alexandria from \$2.25 to \$2.15; Fredericksburg from \$1.85 to \$1.25, and Millford from \$2.00 to \$1.25.

The flat rate of 2 cents a mile applies to the Southern, the Seaboard Air Line, the Norfolk and Western, the Tidewater and Annapolis, the Chesapeake and Ohio, the Richmond, Fredericksburg and Potomac, the Washington Southern, the New York, Philadelphia and Norfolk, the Virginia and Southern Railway and the Louisville and Nashville lines of the leading transportation lines of the State. On some of the branch lines, short lines and divisions of these roads, there is a graduated scale, the rates in all running from 2 to 3 1/2 cents per mile.

More Time for Flume Work.
At a meeting of the Committee on Water last night, the Southern Railway Company was given three months' additional time in which to complete the flume at the reservoir. The company has been delayed by bad weather and other causes, and it was necessary to extend the limit.

Five Committees To-Night.
Five Council committees are scheduled to meet at the City Hall to-night, as follows: Light, Street Cleaning, Grounds and Buildings, James River Improvement, Chesapeake and the Committee on Markets at 7:30.

"Innocent Bystander" in Danger.
George Bray, a slender colored youth, was arrested last night on the charge of throwing rocks in the street with the possible chance of hitting some innocent bystander. He was locked up at the First Station.

At the first attack of disease which generally approaches through the LIVER and manifests itself in innumerable ways, TAKE

Tutt's Pills

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TRAVELING CHEAPER ON TEN RAILROADS

Two-Cent Rate Makes Big Changes from Price of Old Tickets.

NEW LAW NOW EFFECTIVE

Tabulated Statement Showing Prices from Richmond to Many Points.

With the reduction in passenger rates which went into effect in Virginia at 12:01 o'clock this morning, wholesale changes were made in the tariff sheets, the benefit of which will be felt by the traveling public. Unless the business increases to an enormous extent railroad men say that the loss will be heavy, and while the Corporation Commission's orders are being carried out, pending final determination of the questions involved by the Supreme Court of the United States, the roads, or some of them, at least, are still protesting. In a word, they have surrendered none of their legal rights while making the compromise.

To outsiders the amount of work involved in preparing the new rate sheets can hardly be understood. The Chesapeake and Ohio, for instance, has a book containing eighty-six pages, dealing with Virginia points alone. Since September 5th passenger men have been working day and night, but they have practically put matters in shape so that ticket agents and conductors will have no difficulty to-day in attending to the public.

Some Big Reductions.
Perhaps the greatest cut between Virginia cities will affect the Norfolk and Western. The old rate on that line from Norfolk to Bristol was \$12.25, the new rate being \$15.00, a difference of \$2.75. On the Chesapeake and Ohio the old rate from Old Point to Alexandria was \$10.00, the new being \$12.50, a difference of \$2.50.

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